

Shipping

MONDAY A BUSY DAY WITH FOUR TRANS-PACIFIC STEAMERS

Four trans-Pacific steamers are due to make an appearance at the port of Honolulu on Monday, according to late wireless reports received at the several local agencies.

The American-Hawaiian freighter Alaskan, with a large general cargo, a portion of which was supplied at isthmus of Tehuantepec. The Alaskan brings merchandise and supplies from San Francisco and Puget Sound ports. The Alaskan will go to the railway wharf to discharge, before proceeding to the various island ports to take on sugar destined for Salina Cruz.

The Pacific Mail liner Siberia from Hongkong by the way of Japan ports is due to arrive at an early hour in the morning. This vessel is to sail for San Francisco at four o'clock Monday evening, following the discharge of one thousand tons of oriental cargo. The Siberia is expected to carry nearly one hundred cabin passengers from Honolulu to the coast.

The Oceanic steamship Sierra, from San Francisco is enroute to the islands, and is also due to come alongside Oceanic dock on Monday morning. The absence of a late wireless message to the agents, leaves the number of passengers to arrive in this vessel still a matter of conjecture. The Sierra, however, is understood to have left the coast with a fair list of cabin and steerage passengers, in addition to a big general cargo. The Sierra will remain here until Saturday morning.

The Matson Navigation steamer Hilonian from San Francisco by the way of Seattle and Tacoma, is the fourth trans-Pacific steamer expected to show up at the port on Monday. The Hilonian brings a full cargo of supplies, for the quartermaster department, also consignments of feed flour and forage. The vessel also has a big shipment of lumber for several Hawaiian islands ports.

Tuscarora Skipper Bitterly Censured.

Much unfavorable comment has been going the rounds of Pacific coast shipping over the alleged failure of Captain Halmhead of the British steamship Tuscarora to stop his vessel when it was learned that he had run down a schooner, and be ready to lend assistance if needed. The San Francisco Bulletin states: The British steamer Tuscarora, Captain Halmhead, almost sank the schooner Bertha Dolbeer off the San Francisco Lightship.

As it was the big British vessel carried away the lifeboat and headgear of the schooner and did considerable damage forward.

Captain Erickson of the schooner Bertha Dolbeer, which left here in a last for Grays Harbor, reports that while the night was moonless there was no fog when the collision occurred. He also charges that after taking his craft forward the British steamer continued on her course toward port.

Crippled, and in a calm, the schooner was picked up by the steamer Johan Paulsen and towed back to port.

The steamer Tuscarora arrived in port early this morning from Milki, Japan. Captain Halmhead made no report of the accident.

Niihau Brought Kaul Sugar.

Aided by fine weather the Interisland steamer Niihau is an arrival from Kaul ports today with 6500 sacks sugar, gathered at Ahukini. The vessel also brought one automobile and several packages sundries.

Hawaiian Arrivals Today.

Today's arrivals included the steamer Iwalani, from Honolulu, with 5400 sacks sugar, 39 bales hides, 32 bales wool, and a quantity of empty drums.

The vessel left behind 12,000 sacks sugar at Honolulu. The Iwalani steamed homeward through smooth seas.

Kauai Sugar.

Purser Ahua of the steamer Kinu reports the following consignments of Kauai sugar awaiting shipment: K. S. M. 13,100; K. P. 9518; G. F. 2200; M. A. K. 37,842; G. & R. 2200; L. P. 15,234; M. C. B. 30,064.

Cargo Carriers Due Next Week.

The Harrison Direct Line freighter Politician, from European ports, with general merchandise to the Fred L. Waldron Company, the Norwegian steamer Prometheus, with phosphate rock from Makato, and the bark Nuanua from New York, now 343 days out from the East coast of the United States, are expected will arrive at Honolulu during the coming week.

Valuable Cargo For Honolulu.

Its valuable cargo of general merchandise that is now on the way from San Francisco to Honolulu, in the American schooner bearing the same name as the Hawaii port.

The vessel is now fourteen days from the coast. The value of the cargo is placed at \$30,967 and includes the following items: 325 bbls flour

34,855 lbs bran, 2944 lbs beans, 1300 lbs and 148 cs bread, 1784 cts barley, 233 cs canned goods, 1500 lbs coffee, 453 lbs and 2 cs cheese, 400 lbs dried fruit, 500 lbs hams and bacon, 4750 lbs lard, 10,100 lbs middlings, 20 lbs salmon, 80 cts wheat, 2055 gals wine, 150 pkgs saddlery, 500 bbls shingles, 150 poles, 26 cs and 1 bbl oils, 500 cs kerosene, 50 cs and 13 drums gasoline, 225 bbls of line, 200 tons fertilizer, 100 cs dynamite, 40 coils rope, 25 cs blasting caps.

Have Agreements to Sell.

Negotiations between the commission and the owners of block 372, the Yeiser estate and Joshua Green have resulted in a practical agreement for sale of the block for \$400,000, nearly half of the authorized bond issue. Of the remaining \$450,000 for the improvement of the entire block, figuring about \$215,000 as the share of the improvement to be used by the American-Hawaiian Company.

The making of a satisfactory contract for the construction of the big pier and slip is one obstacle. The lease calls for a slip dredged to a depth of 30 feet below extreme low tide, and the dock is to be of modern construction. The commissioners believe that the work can be done, according to the figures prepared by their engineers. The commission plans to locate the slip on the southern side of the pier. It is possible that the slip also be made to lease.

American-Hawaiian Seattle Terminal.

Terms of the proposed lease between the port district of Seattle and the American-Hawaiian Steamship Company, of New Jersey, for the use of one-half of block 372, Seattle tide lands, including a pier and slip to be constructed upon it by the port district, have been made public by the Seattle port commission. Gen. H. M. Remsburg, a majority of the commission, have agreed with representatives of the company on a lease. Many obstacles yet remain, however, to its ultimate consummation.

Under this lease the company is to pay \$300,000 for a term of ten years, payable monthly at \$2500. The commission was authorized at the election of March 5 last to expend \$350,000 to acquire the land and erect this proposed improvement on the Coast waterway.

Again to Seek Cocos Island Treasure.

LONDON, Eng., July 10.—A syndicate has secured a steamer for a treasure-hunting expedition to Cocos Island, which will start this week. The principal members of the party, including Mrs. Barry Till and Miss J. Brockley Davis, will join the expedition at Panama. These women, who were with the Navajo expedition which returned from Cocos Island a year ago and said nothing was found but three skeletons, claim to have located the cave in which pirate Beuto buried millions in gold which he had seized from the Spanish.

Last year's expedition, which was known as the Till & Davis Company, Limited, started from Panama in April, 1911. It returned a few months later without any treasure.

Siberia to Sail at Four O'clock Monday

The Pacific Mail liner Siberia from Hongkong via Japan ports is to be dispatched for San Francisco, at four o'clock Monday afternoon taking a large number of passengers.

According to a wireless message received at the agency of H. Hackfeld and Company, the Siberia, is bringing over one thousand tons Oriental cargo for discharge at this port. The vessel can accommodate one hundred additional cabin passengers from Honolulu to the coast.

Hawaii Sugar Report.

Purser Phillips of the steamer Mauna Kea on arrival this morning reported the following sugar as awaiting shipment on Hawaii:

Olaa, 3650; Waiakea, 5000; Hawaii Mill, 1400; Hilo Sugar Co., 10,500; Onomea, 2952; Pepeekeo, 1600; Honoum, 1300; Hakalau, 11,100; Laupahoehoe, 15,000; Kailiki, 7300; Kukalau, 10,000; Hamakua Mill, 7900; Puananua, 5000; Honokaa, 9500; Kukuiaho, 2000; Punaluu, 12,107; Honuapo, 5297.

China Bringing Big Oriental Cargo.

There are one thousand tons Oriental cargo on board the Pacific Mail liner China for discharge at Honolulu according to a cable that was received today at the agency of H. Hackfeld and Company. The China has sailed from Yokohama, and will have first cabin accommodation for thirty additional passengers from this port. The China should arrive here on or about July 30th.

Noeau is Off for Kauai Ports.

The Interisland steamer Noeau was dispatched for Kauai ports at nine o'clock this morning, taking a general cargo. The vessel will call at the windward of the Garden Island, and there gather a consignment of sugar for Honolulu.

TIDES—SUN AND MOON

Date	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide
July 19	5:05 a.m.	4:22 p.m.	5:05 a.m.	4:22 p.m.	5:05 a.m.	4:22 p.m.
19	5:47 a.m.	5:18 p.m.	5:47 a.m.	5:18 p.m.	5:47 a.m.	5:18 p.m.
17	6:27 a.m.	6:22 p.m.	6:27 a.m.	6:22 p.m.	6:27 a.m.	6:22 p.m.
18	7:06 a.m.	7:27 p.m.	7:06 a.m.	7:27 p.m.	7:06 a.m.	7:27 p.m.
19	7:43 a.m.	8:43 p.m.	7:43 a.m.	8:43 p.m.	7:43 a.m.	8:43 p.m.
20	8:28 a.m.	9:17 p.m.	8:28 a.m.	9:17 p.m.	8:28 a.m.	9:17 p.m.
21	9:04 a.m.	9:50 p.m.	9:04 a.m.	9:50 p.m.	9:04 a.m.	9:50 p.m.

First quarter of the moon July 20.

WEATHER TODAY

Temperature—6 a. m., 74; 8 a. m., 79; 10 a. m., 80; 12 noon, 81. Minimum last night, 74.

Wind—6 a. m., velocity 3, direction East; 8 a. m., velocity 6, direction East; 10 a. m., velocity 9, direction East; 12 noon, velocity 9, direction East. Movement past 24 hours, 146 miles.

Barometer at 8 a. m., 30.02. Relative humidity 8 a. m., 57. Absolute humidity 8 a. m., 62. Dewpoint at 8 a. m., 62. Total rainfall during past 24 hours, 0.

VESSELS TO AND FROM THE ISLANDS

(Special Cable to Merchants' Exchange.)

Saturday, July 20.
NEWCASTLE, AUS. — Sailed, July 19, schr. Kona, for Ahukini.
HILLO — Sailed, July 18, yacht Lurline, for San Pedro.
YOKOHAMA — Sailed, July 20, S. S. China, for Honolulu.
SAN FRANCISCO — Sailed, July 20, 1:30 p. m., S. S. Persia, for Honolulu.

Arrived, July 20, S. S. Virginian, from Salina Cruz.
ASTORIA — Arrived, July 20, S. S. Guernsey, hence July 10.

AEROGRAF.

S. S. SIBERIA — Will arrive from Yokohama Monday, 6 a. m. and will sail for San Francisco at 4 p. m.

Wireless Record from Coast to Tahiti.

At San Francisco recently was made public a message which had been received by wireless from the steamer Tahiti, which was anchored in the harbor at Papete, 3,658 miles from San Francisco. This is the first known wireless message to be received from Papete.

The Tahiti sailed from that port on June 26. The message said: "Fine weather, have had a delightful trip, all well." The message was relayed by the Manuka, another steamer of the Union Steamship line, which was then 1,400 miles off the coast, making the distance from the Tahiti to the Manuka 2,258 miles.

A short time ago the Union Steamship company's officials established a rule throughout their service that at least one of the deck officers on each steamer should be familiar with the wireless telegraphic code, so that the wireless could be manned in the event of an accident. As this knowledge by a deck officer adds materially to his chances of advancement they are studying with great avidity.

Mauna Kea Brought News of Yachts.

The sailing of the yacht Lurline from Hilo for the coast on Thursday morning, followed in the evening by the yacht Hawaii, for Kahului, was reported with the arrival of the Interisland steamer Mauna Kea this morning.

The flagship returned with a fair list of cabin and deck passengers. A small shipment of freight was received, including a quantity of empties, 6 sacks awa root, 10 cords wood, 6 crates celery, 190 packages sundries, 2575 feet of ohia lumber and small consignments of wine and poultry.

The vessel was favored with smooth seas and light winds in crossing the channel.

Hilo harbor was reported as deserted of shipping at the time of the departure of the Mauna Kea.

The Pacific Mail liner Siberia from the orient, is expected will be dispatched for San Francisco on next Monday evening, taking a later mail destined for the mainland.

Skipper Dies in Cabin.

Captain John Rafferty, who was widely known along the Coast, died recently in Oriental waters, according to letter advices received here. He was found dead in his cabin on board the British steamer Glenesk, on which he last called at the Golden Gate, while the vessel was one day out from Port Said. Captain Rafferty was about 50 years of age, and had been on the Far East run for many years in the Glen line. At this port he had a wide acquaintance among shippers and also among the members of the Masonic order, as he had attained considerable prominence in the fraternity. E. E. Williams, who for a number of years was Captain Rafferty's chief officer, is now in command of the Glenesk.—Chronicle.

Kinau Here with Polo Visitors.

A delegation of Kauli folk, who intend to witness the polo match at Moanalua field this afternoon, were arrivals in the Interisland steamer Kinau. This vessel was dispatched for Honolulu a day ahead of the regular schedule to accommodate the polo enthusiasts.

The Kinau returned with much freight, including an auto, 20 empty drums, 151 packages sundries, 5 crates chickens, 200 sacks rice, 6000 sacks sugar.

Smooth seas and light winds characterized the voyage homeward.

Material for Railway Wharves.

Lumber to be used in reconstruction of the railway wharves is to arrive at the port at any day in the American schooner Prosper, which vessel sailed from Columbia river ports the first part of the month.

AT THE HOTELS

AT YOUNG HOTEL.

Registered this week:
Simon Wile, Cincinnati; E. M. Watson, W. R. Weaver and wife, L. J. Owen and wife, U. S. Army; C. A. Moberg, Portsmouth, N. H.; W. J. Conboy, Manila, P. I.; E. H. Littlefield, E. Bearnely, U. S. A.; Jas. Campsie and wife, Pahala, Hawaii; P. W. P. Bluet, Kohala, Hawaii; Alex. Fraser, Waianae; A. K. Jones, Wahiawa; W. D. Forsyth, Schofield Barracks; Mrs. R. P. Spalding, Miss M. McClymont, Keala, Kaula; A. S. Wilcox and wife, John W. Neal, B. D. Baldwin and family, G. N. Wilcox, Kaula; W. E. Keller and wife, J. W. McClymonds and wife, San Francisco; D. E. Metzger, Dr. H. B. Elliot, W. S. Wise, N. C. Willifong, Hilo; A. L. Abbott and wife, Miss Abbott, Boston; I. C. Fitzgerald, Kahului; Mrs. C. G. Layman, Mrs. Phillips, Miss Combs, Schofield Barracks; Mrs. V. D. Dixon and daughter, Schofield Barracks; L. A. de Grace, Shanghai; John E. Garcia, Wailuku; H. B. Brown; Jack Bergstrom, city; Miss Thelma Parker, Hawaii; Fred Knight, San Francisco; Dr. William Osmer, C. D. Lufkin, J. H. Raymond, Wailuku; C. McEneaney and wife, Hawaii; C. H. McBride, Kona; Miss E. Mansfield, Col. P. Mansfield, Mrs. J. L. Topham, Schofield Barracks; J. S. Morrow, San Francisco; W. G. Ball, Schofield Barracks; Chas. F. Franks and wife, New Zealand; Mrs. Harry Cooper, Chicago; A. J. Hains and wife, U. S. A.; Capt. E. P. Orton, Schofield Barracks; Mrs. L. L. Beeson, Auckland, N. Z.; R. Ford, Christchurch, N. Z.; M. W. Van Bernerwitz, Auckland, N. Z.; C. S. Davis, M. D., Waipio Bay; A. W. Eames, Wahiawa; G. D. Smart, city; R. A. Wadsworth, Wailuku; A. W. Collins, Maui; Mrs. W. W. Taylor, Maui; A. J. Hilbert, Milwaukee, Wis.; William Rugg, Alaska; E. C. Barrett, Waco, Tex.; W. H. Smith, Hilo; W. G. Barnes, Kansas City, Mo.; S. H. Pillsbury, Berkeley, Cal.; A. J. Booth and wife, Schofield Barracks; L. E. Beebe, C. Gilbert, A. E. W. Todd, Wailuku; August J. Carson, San Francisco; Walter G. Smith, city; P. H. Sheridan, W. D. Forsyth, Schofield Barracks; M. Lono Heen, Theob. Bauman, city; G. Hansen, E. A. Knudsen and wife, Kaula; A. McPhee, Wailuku; N. C. Perry, Laupahoehoe.

The condition of Chief officer D. A. Sparks of the bark Andrew Welch who suffered a paralytic stroke while on the voyage from San Francisco to Honolulu, is serious, according to his physicians. Sparks is an inmate at Queen's Hospital.

The Interisland steamer Claudine, returning from a special trip to Kaula on Thursday night, was given a general cargo and sailed for regular ports along Maui and Hawaii at five o'clock last evening, taking a fair list of cabin and deck passengers.

A large list of cabin and deck passengers departed for Kona and Kaula ports in the Interisland steamer Kinau yesterday.

ARRIVED

Saturday, July 19.
Hilo via way ports—Mauna Kea strmr. a. m.
Newcastle—Hecla Am. bk., (in distress) outside.

DEPARTED

Friday, July 19.
Hawaii via Maui ports—Claudine strmr. 5 p. m.
Kahului—Honolulu M. N. S. S. 6 p. m.

PASSENGERS BOOKED

Per O. S. S. Sierra, for San Francisco, July 27.—Dr. R. W. Anderson and family, J. S. Anderson, Mrs. Anderson, Miss M. Anderson, Miss Edith S. Bush, John Buckley, Rev. G. E. Burlingame, Mrs. L. R. Brodeck, Mr. Bozzi, T. Chalmers, R. Chalmers, Miss B. Chalmers, Miss M. B. Cassidy, Mrs. B. Cochran, Miss Helen Cochran, F. M. Cauberry, Mrs. Cauberry, Miss J. Decker, Miss A. Dingley, Miss S. De La Nux, Mrs. Decoto, Miss Helen Deming, Mrs. G. R. Dunmore, Miss Dodson, A. W. Emerson, Mrs. W. K. Freeman, Miss O. K. Francis, Mrs. G. A. Grove, Miss E. W. Grippinger, Miss F. Goldman, Miss G. Hart, C. J. Hutches, Mrs. Hutchins, Miss Doris M. Hutchins, D. F. Heastand, R. W. Hendry, Mrs. M. W. Hendry, Miss A. W. Hendry, Miss E. C. Juth, Miss L. Klauer, Mrs. E. Klito, Mrs. W. J. Klito, Miss Mabel Klito, Mrs. Lewis, H. J. Lyman, Mrs. Lyman, H. F. Lewis, Mrs. Lewis, Donald Lewis, Mrs. R. E. Langton, Mrs. E. W. Morton, Miss A. Morton, Miss E. Morton, Mrs. T. Mollinell, E. C. May, Mrs. May and daughter, J. S. Morrow, E. A. Mulford, Miss A. Metzger, Miss M. Metzger, L. Mathews, Mrs. Mathews, Miss C. Nelson, Miss L. A. Nelson, J. Oliva, Miss Oliva, Miss Alice Porter, Master Wyman Reynolds, Mrs. C. Ryan, G. W. Ross, F. M. Sammis, Mrs. Sammis, Mr. Scheelin, Walter G. Smith, Miss E. M. Schmidt, Mrs. Shoemaker, Mrs. E. M. Swift, Mr. Scharlin, Daniel Tweedie, George B. Thayer, M. Tanji, Miss G. M. Voell, G. B. Wyman, Mrs. Wyman and son, Miss A. Wilcox, Mr. Wilcox, Mrs. Wilcox and two children, Miss E. Wren, Lew Wheeler.

PASSENGERS ARRIVED

Per strmr. Mauna Kea from Hilo and way ports: H. D. Bowen and wife, Miss E. J. O'Connell, Miss A. M. Goetz, F. J. Lucas and wife, Mrs. J. A. Balch, Mrs. F. M. Sammis, W. A. Purdy and wife, Mrs. B. Le May and daughter, P. C. Jones, Jas. T. Taylor, J. W. Hall, C. H. Pierce, P. G. Riley, W. Tin Chong, Miss E. Lee, M. J. Giffard, Ah Chong, Jas. Kopaia, Miss K. Kelly, Miss M. Flemming, Father Valentine, Father Carroll, Father John, P. Choy, W. F. Sabin, H. Kaukau, N. C. Perry, H. G. Carsten, Chuck Hoy, H. B. Brown, W. A. Bailey, W. T. Frost, C. B. Gage, Mrs. Kihara, Miss K. Wright, A. C. Wheeler, C. K. Notley, C. F. Loomis, Angus McPhee, P. G. Correa, Misses Von Tempy (2), D. H. Case, C. Conrad, Mrs. Guero and Maid, Miss Guero, Mrs. Bright and child, Miss Namahoe, Mrs. M. Colburn, Miss E. Carter, H. B. Veller, H. W. Rice, M. Meda, M. Yokoyama, N. Imatagi, W. Mathushita, T. A. Birmingham, S. T. Carr, H. W. Hitchcock, S. Kunihara, Mrs. E. Lillis.

Per strmr. Kinau, from Kaula ports, July 20.—Mrs. J. Miller, Miss M. Larsen, Miss M. Bryant, E. Langheim, Rev. S. K. Kauli, Mrs. K. Maea, Wm. Hawell, Mrs. E. K. Nakookoo, Mrs. Mana, Mrs. W. Conway, W. K. Peters, M. Berwaldt, K. M. Ahana, Mrs. Bush, J. Kamauna, Miss D. Sheldon, Miss E. Kaleo, H. M. Hanson, Miss Brewer, J. S. Robertson, Mrs. E. A. Ross, D. K. Hoopill, Miss Hoopill, J. H. S. Kaleo, Mrs. Kaleo, Mrs. J. L. Cornwell, Miss A. Cornwell, Rev. G. L. Kopa, J. P. Kalo, Mrs. Kalo, Miss A. K. Apu, Miss Ahana, Mrs. B. Desha, Little Kahoe, Miss L. Kahoe, Wm. Kahoo, L. Daniels, Miss M. Kamau, Rev. H. P. Judd, Mrs. Judd, Mrs. K. Maia, Mrs. K. Apu, Wm. Hawell, Miss E. Poepee, H. C. Waldron, H. Hanson, C. A. Rice, Mrs. Rice, E. A. Knudsen, Mrs. Knudsen, R. P. Spalding.

The Oceanic steamship Sierra is due to arrive from San Francisco on Monday morning with a large list of passengers and a later mail from the mainland.

Structural steel for the new Interisland floating drydock is expected will arrive here from the East coast of the United States on or about November 1st.

Star-Bulletin Ads. are Best Business Getters.

HECLA SKIPPER NOTES CHANGES

A year will have elapsed since Captain Edward Nilson, master of the American bark Hecla, now riding at anchor off the port, displaying distress signals, had his last glimpse of the timbered headlands of Puget Sound.

The Hecla, called at Honolulu late last evening, the skipper having decided to make this port, following a long and tedious passage from Newcastle, N. S. W., in order to take on additional supplies of provisions. Captain Nilson is no stranger to Honolulu shipping. Ten years ago, the veteran navigator made a number of trips to these islands, at the time his command being engaged in the Australian coal trade.

The Hecla cleared the Sound over a year ago, with a full shipment of lumber destined for Australia. The consignment was ordered to Brisbane, and the Hecla was delayed at the Queensland port for ninety days before the last of the timber was discharged.

The Hecla was then ordered to Newcastle, and completing the taking on of 2127 tons Australian coal, the Hecla was dispatched for San Francisco on April 30th.

"There is no shortage of water on board the Hecla," declared the skipper this morning, when he came ashore to arrange for the replenishing of his stores.

Captain Nilson states that the Hecla made a very slow passage, mainly for the reason that the bottom of the vessel is covered and encrusted with a thick layer of barnacles and seaweed.

The windjammer today carried four thousand gallons of water, a supply so the skipper states, sufficient to last until the vessel finally reaches destination.

Lack of provisions served to decide the skipper upon diverting his course in the direction of Honolulu. After taking an account of stock it was found that provisions in stock would have lasted his crew but eighteen days which to Captain Nilson's idea left a rather scant margin.

The windjammer did not enter the harbor but rode at anchor outside, and it was the intention to dispatch the Hecla for San Francisco this afternoon.

The Hecla is declared as one of the very few and fast disappearing number of wooden windjammers that continue to display the Stars and Stripes at the various ports of the world.

No sickness or trouble occurred on board, during the long cruise of the Hecla, according to the statements of local officers who visited the vessel this morning.

Hind, Ralph and Company are the

ODDS AND ENDS AT THE PORT

The preliminary work in construction of pontoons for the new Interisland drydock has commenced at the local marine railway.

With a quantity of coal and freight in transit, the Matson Navigation steamer Honolulu was dispatched for Kahului late last evening.

The United States light house tender Kukul is to be drydocked the first of the coming week. The vessel will be given a general overhauling.

A number of tourists are included in the large list of passengers to depart for Hilo and the Volcano this afternoon in the Interisland steamer Mauna Kea.

REMARKABLE RECORD OF MUTUAL BURIAL ASSN.

One of the problems of philanthropists and economists in the United States and Europe is to guard against too high funeral expenses, that people in very moderate circumstances usual incur. A local man who is interested in the problems of the poor of Hawaii stated not long ago, to the secretary of the Harrison Mutual Burial Association, J. H. Townsend, that the low expense incurred for burials by this association, "were really remarkable when compared with the expense of burials in other parts of the world."

During the ten years this association has been in existence, no member has paid in membership fees and assessments more than \$21.50. There have been 4494 membership certificates issued and the association has buried 653 of its members, representing over 640 families in the islands. Only seventeen assessments of \$1.00 each have been levied.

To avoid the burden of heavy funeral expenses, the Harrison Mutual Burial Association offer a means as scientific and fair in its adjustment of expense, as is insurance.

"Shall we call on our Congressman in a body or individually?"

"I figure it this way. If we call in a body he'll just make it a speech."

"Well?"

"But if we call individually he'll have to take us each out to lunch."

Sunday School Teacher — Yes, Job was badly afflicted, but his patience was rewarded. In what condition do we find him at the end of his life?

Bright Scholar—Dead.

agents for the vessel and looked after the interests of the skipper and his ship during the stay at this port.



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